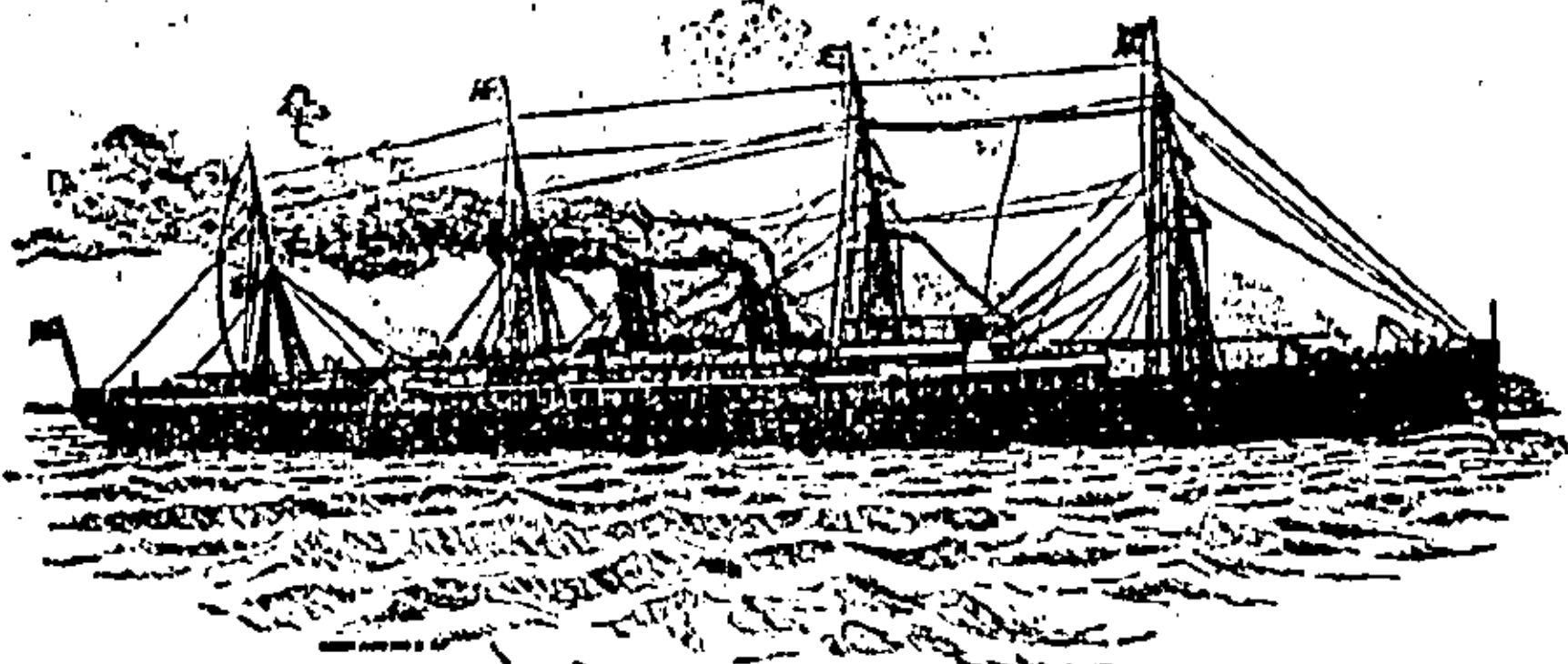


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG. "NIPPON MARU" SATURDAY, 11th April, at Noon. "BIBERIA" SATURDAY, 18th April, at Noon. "GOETIC" SATURDAY, 25th April, at Noon. "AMERICA MARU" WEDNESDAY, 1st May, at Noon. "KOREA" WEDNESDAY, 13th May, at Noon. "HONGKONG MARU" FRIDAY, 22nd May, at Noon. "CHINA" SATURDAY, 30th May, at Noon. "DORIC" TUESDAY, 16th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 11th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. E. W. TILDEN, Agent. Hongkong, 1st April, 1903.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).			
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April.	
"TARTAR"	4,475	WEDNESDAY, 6th May.	
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 13th May.	
"ATHENIAN"	3,882	WEDNESDAY, 27th May.	
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 3rd June.	
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 15th July.	
"TARTAR"	4,475	WEDNESDAY, 22nd July.	
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 5th August.	
"ATHENIAN"	3,882	WEDNESDAY, 12th August.	
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 26th August.	

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATION	SAILING DATES	Freight and Passengers
KONIGSBERG	HAVRE and HAMBURG.	14th April.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and COLOMBO).		
SAMBIA	HAVRE, BREMEN and HAMBURG.	21st April.	Freight.
Schmidt	(Calling at SINGAPORE and PENANG).		
SERBIA	HAVRE and HAMBURG.	5th May.	Freight.
Deinat	(Calling at SINGAPORE and COLOMBO).		
SAXONIA	HAVRE and HAMBURG.	19th May.	Freight.
Bremer	(Calling at SINGAPORE and PENANG).		
SEGOVIA	HAVRE and HAMBURG.	2nd June.	Freight.
Forck	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building. Hongkong, 7th April, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE. S.S. "HONAM," 2,363 tons, Captain H. D. Jones. "POWAN," 2,138 " " " G. F. Morrison, R.N.R. " "FATSHAN," 2,100 " " " J. J. Lussius. " "HANKOW," 3,073 " " " C. V. Lloyd. Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5.30 P.M. (Saturday excepted). Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE. S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke. Departures from Hongkong to Macao daily at about 2 P.M. Do. from Macao to Hongkong daily at about 8 A.M. } Sunday excepted.

CANTON-MACAO LINE. S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

S.S. "NANNING," 563 tons, Captain R. D. Thomas. "SINAM," 588 " " " B. Branch. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity. Further particulars may be obtained at the Office of the— HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel. Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD. Hongkong, 26th March, 1903.

Intimations.

BANK HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1874, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 10th and 13th instant, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, T. G. COCHRANE, Acting Manager, Hongkong.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED, H. PINCKNEY, Acting Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED, E. W. ORMISTON, Acting Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency, GASTON MAYER, Acting Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, TARO HODSUMI, Manager.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.

For the DEUTSCH-ASIATISCHE BANK, H. FIGGE, Manager.

For the RUSSO-CHINESE BANK, J. W. R. TAYLOR, Manager.

For the GUARANTY TRUST CO. OF NEW YORK, E. F. GROS, Acting Manager.

For the INTERNATIONAL BANKING CORPORATION, CHAS. R. SCOTT, Manager.

Hongkong, 6th April, 1903. [430c]

WANTED. INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

Wanted a MANAGER for above Institution. Apply to HON. SECRETARY.

Hongkong, 20th March, 1903. [358c]

WANTED. A TEACHER for ST. JOSEPH'S COLLEGE.

Apply by Letter to BRO. FRANCIS, Director, St. Joseph's College.

No. 2, Robinson Road, Hongkong, 12th January, 1903.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1903. [18c]

NOTICE. THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID. AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. DIMPHEYS & Co., Bank Buildings, Hongkong, 6th March, 1903. [1c]

Intimations.

SANITARY BOARD.

OWNERS of HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their Premises LIMEWASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 30th day of APRIL, 1903, and the Sanitary Board, being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of the Robinson Road and includes Tsim Sha Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board, G. A. WOODCOCK, Secretary.

Sanitary Board Office, Hongkong, 1st April, 1903. [413c]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out at Lyemun from 8-inch Howitzers TO-MORROW, the 8th April, 1903, at Targets in a South-Easterly direction.

Practice will commence at about 10 A.M. By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 7th April, 1903. [419c]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of the Members of the above Club will be held in the CITY HALL, on WEDNESDAY, the 15th APRIL prox., at 5 o'clock P.M.

By Order, J. GRANT, Secretary. Hongkong, 31st March, 1903. [401c]

THE HONGKONG DAIRY.

BEG to notify their Customers and the Public that the TOWN DEPOT for the Sale of FRESH MILK, CREAM, BUTTER &c., on the Premises known as 41, DES VŒUX ROAD has been opened This Day. Deliveries twice daily to any part of the Colony.

G. W. GEGG, Manager. Hongkong, 1st April, 1903. [407c]

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches. Groups and Interiors a Speciality. Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, Hongkong.

Hongkong, 20th December, 1902. [1399d]

LEE LOONG.

DEALER IN Furniture, Blackwood, Plated Glass, Crockery, Ware, Brass and Iron Bedsteads and Rattan Sofas for whole set.

JUST ARRIVED. Nos. 1 & 3, D'Almeida Street. Behind Hongkong Dispensary.

Hongkong, 1st May, 1903. [1094d]

MEE CHEUNG.

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

[S] now in a position, in his New and Com- modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality. Hongkong, 22nd September, 1902. [16c]

TSU FAN.

DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1094d]

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

954c]

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER.

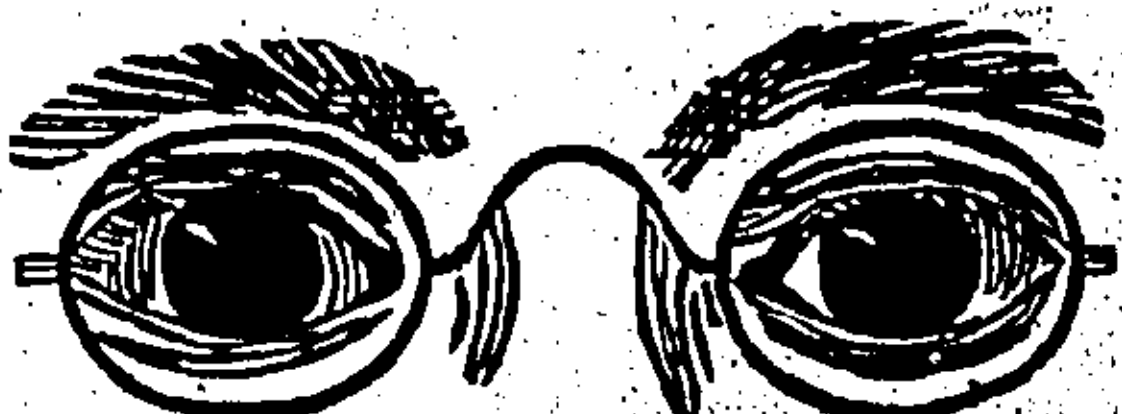
Hongkong, 1st November, 1902. [1233c]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [17c]



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS, OPHTHALMIC OPTICIAN, OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. [6c]

TO BE PUBLISHED SHORTLY

A NEW STREET INDEX, BY ARTHUR CHAPMAN, GOVERNMENT ASSESSOR.

INTENDING Subscribers are requested to send, as early as possible, Orders for as many copies as they may require, to THE GOVERNMENT ASSESSOR, The Treasury.

Hongkong, 26th February, 1903. [236c]

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches, awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES, Nos. 24 & 26, Queen's Road Central. [19c]

FURNITURE WAREHOUSE.

LI KWONG LOONG. CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co. Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows: "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexes of our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Dispensary. ORDERS punctually attended to, CHARGES most moderate. AN INSPECTION INVITED. Hongkong, 20th December, 1902. [1400d]

SANG MOW. DEALER IN Rattan Furniture, Bamboo Blinds and Matting of All Colours.

No. 45, Queen's Road, Central. Price Lists On Application. Orders Executed Promptly. H'kong, 12th May, 1902. [1145d]

CHEONG SHING. No. 39, Queen's Road Central. (Opposite to Messrs. GAUFF & Co.) DEALERS IN Jewellery and Silks, Pearls and Jade-stones.

Ware, Ivory Ware and Curios, Chinese Goods of all kinds.

And also General Repairs. An inspection is respectfully solicited. Good quality and good workmanship guaranteed. Prices lower than other shops in the same list of business. [1094d]

TUBORG BEER. A FIRST CLASS PILSENER BEER, guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints. Special Prices for Quantities. Sole Agents—SILSMSEN & CO. Hongkong, 1st January, 1903. [1505d]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

KODAKS and FILMS. Sole Agents for OMEGA WATCHES. OMEGA is the best SWITZERLAND guarantee given to watchmakers.

QUEEN'S ROAD. [1094d]

A GERMAN IDEAL OF THE OPEN DOOR.

Germany is very keen on having the same rights and privileges in the Yangtze Valley as any other Power, observes the *N. C. D. News*. Her steamers came on to the river some forty years after the English and American flags were first seen there, but she takes the scriptural view that the last shall be first, and if no convenient room has been left at the open ports for her hulks and her wharves, she has men-of-war and admirals, and somebody must move to make way for her. That is the idea of the open door entertained by her steamer companies, and they are gallantly backed up by their consuls, while the British steamer companies often find it a hard task to get our consuls to assist them. Below Nanking there is a well-known cut-off called Straw Shoe Cut-off which saves some thirty to thirty-five miles of distance. Owing to the damage caused by the wash, the steamer companies have been notified that their steamers must not use this cut-off; this order has been impressed on the British and Chinese steamer companies by the British consuls and the Commissioners of Customs, and is rigorously obeyed by them; but the German steamers pay no attention whatever to the order, and regularly use the cut-off. It is a little calling to the captain of one of the China Merchants steamers, to be told by the Commissioner of Customs that he will be fined £15,000 if he uses the cut-off, and then to see a couple of German steamers in it at the same time. There is, no doubt, reason in the prohibition; but it is not fair that steamers under one flag should disregard with impunity an order that is carefully observed by their competitors under other flags.

MANUFACTURES IN THE ORIENT.

It is not impossible that the chief seats of manufacturing will in due time be transferred to Oriental countries, whose teeming populations, with a low standard of life, will supply the cheapest labour in the world and whose natural non-agricultural resources are virtually untouched. Capital knows no country, observes a San Francisco exchange, and the accumulations of Europe and America are even now ready to be applied to the development of the iron and coal and water power of Asia whenever protection is reasonably assured. It is already assured in all parts of Asia save China, and the events of the late Chinese war show that Europe and America will unite in assuring it there. The efficiency of Oriental labour is, of course, far below that of America and Europe, but there is a point where inefficiency is more than balanced by price, and it is also true that all labour grows more effective with experience. The transference of manufactures to Asia would be a slow process, occupying more than one generation. It may not take place, but it is doubtless true that many very astute capitalists expect it to occur and are preparing to exploit the Orient as fast as conditions warrant. Indian cotton manufactures, for example, are already seriously affecting wages in Great Britain.

One straw pointing toward a TRANSFER OF MANUFACTURING is the rapid substitution of wheat for flour in shipments to Japan and China. The bread-eating habit is extending, especially in Japan, and Japanese financiers are building flour mills. Wheat is now being shipped in full cargoes to Japan, whose millers will seek to control the flour markets of Northern Asia. A great deal of flour is already manufactured in China, and it is unnecessary to say that it is an industry carefully fostered by Russia in her Asiatic provinces. There are those who believe that Japanese and Chinese labourers will soon obtain, in their own countries, most of the wages which it has been assumed would be earned by American workmen in producing flour for the Oriental trade. Those people cannot yet compare with us in skill and effectiveness, but they can and do learn. British engineers who are superintending Chinese labourers, in locomotive shops on the railroads of Northern China say that they want no better workmen. The shipyards of Hongkong do an enormous business. It is by no means certain that we shall gain as much as we had hoped by our closer connection with Asia.

ON DITS

On similar lines to the recent petition to the Secretary of State forwarded by the Chinese Community of Hongkong for an extension of our popular Governor Sir Henry Murrell's term of service, a movement is on foot in India and other Indian provinces to elect a British Lord Curzon to the Viceroyalty of India for a further term of five years. A temper in a tea-pot has been the cause of the last couple of months amongst the Parsi community of Bombay. It appears that a well-bred and educated European lady, contracted a marriage with a young Parsi merchant while in Bombay on business, and of her own free will and choice embraced the religion of her husband and adopted Parsi dress. On arrival in Bombay the lady, after being initiated into the mysteries of the Zoroastrian faith in one of the numerous large Fire Temples and by the presence of more than one Parsi Mobeds or priests, invested with the sacred shirt and girdle in the most approved and orthodox method of that ancient faith. But this has appeared to have wounded the susceptibilities of some old folks and misguided persons, and hence the wall in fact.

The scheme for sending a mixed native cricket team to England in 1904 is being discussed in Bombay and gives every promise of success. Why not invite to Hongkong next winter? Surely some matches could be easily arranged with the local cricket teams, our Christmas carnival will be enlivened by the exhibition of some splendid cricket, and the public will have the unique spectacle of the National game of old and merry England played in the plains of India.

Cathay by obstreperous and obstinate Parsees, mild and amiable Hindoos, and solemn and sedate Mussalmans solely and entirely trained under English hands. Cannot the Parsees of our Rialto come to the rescue? It will be a fit offering to the gods for his happy recovery after the recent nasty accident. The Indian team can, after the completion of its engagements here, leisurely proceed to Japan via Shanghai, continuing their voyage to America and from there arrive in England about the middle of March next.—Contributed.

Entertainments.

A CONCERT will be given at the CITY HALL, THIS EVENING (TUESDAY), the 7th inst., at 9 P.M., UNDER the distinguished patronage of His Excellency Sir HENRY ARTHUR BLAKE, G.C.M.G.

by PROFESSOR KNOSP, Pianist from the Conservatoire of Brussels, Assisted by MRS. JEWELL, Vocalist, MR. GRACA, Violinist, MISS GOGGIN, Accompanist.

The PIANO for the occasion by BROADWOOD & SONS will be supplied by Messrs. LANE, CRAWFORD & CO.

BOX PLANS at Messrs. ROBINSON & Co. PRICES: \$3, \$2 and \$1. Hongkong, 7th April, 1903. [432c]

THEATRE ROYAL, CITY HALL.

Lessees: Mr. C. A. POLLARD, Mrs. N. CHESTER.

Commencing TO-MORROW (WEDNESDAY), 8th April, A SHORT FAREWELL SEASON OF

TEN NIGHTS ONLY, POLLARD'S LILLIPUTIAN OPERA COMPANY

IN "DOROTHY," CELLIER'S COMIC OPERA.

THURSDAY, "DOROTHY."

There will be NO PERFORMANCE on FRIDAY.

SATURDAY, 11th April, MATINEE and EVENING,

and MONDAY, 13th April, "GEISHA."

TUESDAY and WEDNESDAY, "BELLE OF NEW YORK."

PLAN opens at ROBINSON'S on the 7th inst.

A. H. POLLARD, Manager.

A. LEVEY, Representative.

Hongkong, 6th April, 1903. [422c]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW (WEDNESDAY), the 8th April, 1903, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE, Comprising:—

DOUBLE and SINGLE IRON BED-STEADS with WIRE MATTRESSES, BOOK CASES, WRITING TABLES, TEAK-WOOD WARDROBE with BEVELLED GLASS, CARPETS, CROCKERY & GLASS WARE, JAPANESE SCREENS, BOOK-STANDS, CANVAS VALISE, CLOTHING, &c., &c.

Also, One YOST TYPEWRITER, One EDELWERS ORGAN, Three BICYCLES, One COMBINATION SAFE, Three cases JAPANESE CREPE and Four REVOLVERS.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th April, 1903. [431c]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Acting Captain Superintendent of Police to Sell by PUBLIC AUCTION,

THURSDAY, the 9th April, 1903, at 11 A.M., TSM-SAT-SUI POLICE STATION, 213 BAYS SALTPETRE, in Good Order and Condition. (Samples can be seen on application to the Officer in charge of Water Police.)

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 3rd April, 1903. [424c]

GRAND AUCTION SALE OF CLOISONNE WARE!

THE Undersigned have received instructions from the CLOISONNE MANUFACTORY ASSOCIATION of NAGOYA, Japan, to Sell by PUBLIC AUCTION,

on TUESDAY, the 14th April, 1903, at 11 A.M., at their

SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street,

VERY FINE and CHOICE COLLECTION OF CLOISONNE WARE, Comprising:—

VASES, WALL PLATES, INCENSE BURNERS, BUCKLES, JEWELLERY, BOXES, LINKS and STUDS, &c., &c.

N.B.—We beg to draw the attention of the Public that the Sellers are Manufacturers of all classes of Cloisonne, especially in Silver Cloisonne Ware.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th April, 1903. [429c]

Entertainments.

HONGKONG RIFLE ASSOCIATION.

PROGRAMME OF THE TWENTY-FIRST ANNUAL PRIZE MEETING

To be held at KOWLOON, FRIDAY, SATURDAY and MONDAY, APRIL 10th, 11th and 13th, 1903.

UNDER the Distinguished Patronage of His Excellency Sir H. A. Blake, G.C.M.G., Vice Admiral Sir Cyprian Bridge, K.C.B., H. E. Major-General Sir W. J. Cascoigne, K.C.M.G., President—H. E. Major-General Sir W. J. Cascoigne, K.C.M.G.

Hon. Secretary and Treasurer—M. S. Northcote.

Assistant Secretary—Col. Sergt. Cross, R.M.L.I.

Committee:—J. Andrew, D. Macdonald, A. Chapman, W. Stackwood, J. Parkes, W. Stewart, Col. Sergt. Cross, R.M.L.I.

1.—Championship, 1st Stage.—Distance 200 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Three prizes value 50 % of the entries with \$15 added.

2.—Championship, 1st Stage.—Distance 500 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Three prizes value 50 % of the entries with \$15 added.

3.—Championship, 1st Stage.—Distance 600 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Three prizes value 50 % of the entries with \$15 added.

4.—Championship, 1st Stage.—For competitors whose respective scores in Nos. 1, 2 and 3 make up the highest aggregate. Entrance fee 50 cents.

1st Prize\$20
2nd " 15
3rd " 10
4th " 5

5.—Championship, 1st Stage.—Distance 300 yards. Members only. No. of Shots—Ten. Entrance fee 50 cents. Three prizes value 50 % of the entries with \$15 added.

6.—Championship, 1st Stage.—Distance 600 yards. Members only. No. of Shots—Fifteen. Entrance fee 50 cents. Three prizes value 50 % of the entries with \$15 added.

7.—Championship, 1st Stage.—For competitors whose respective scores in Nos. 5 and 6 make up the highest aggregate. Entrance fee 50 cents.

1st Prize\$20
2nd " 15
3rd " 10
4th " 5

8.—Championship, 3rd Stage.—Distance 700 yards. Members only. No. of Shots—Ten. Entrance fee 50 cents. Three prizes value 50 % of the entries with \$15 added.

9.—Championship, 3rd Stage.—Distance 800 yards. Members only. No. of Shots—Ten. Entrance fee 50 cents. Three prizes value 50 % of the entries with \$15 added.

10.—Championship, 3rd Stage.—For competitors whose respective scores in Nos. 8 and 9 make up the highest aggregate. Entrance fee 50 cents.

1st Prize\$20
2nd " 15
3rd " 10
4th " 5

11.—Championship Grand Aggregate.—For competitors whose respective scores in the Three stages of the Championship make up the highest aggregate. Entrance fee \$100. Prizes to be selected by winners in order of merit as laid down by Rule 12. Seven to Ten prizes according to number of entries. \$50 to be added to winner of First Prize.

12.—Nursery.—Distance 200 Yards. Restricted to members other than A Class Shots, who joined the Rifle Association on or before 1st April 1903. No. of Shots—Seven.—Entrance fee 50 cents.—Three prizes, value 50 % of the entries with \$15 added.

13.—Nursery.—Distance 500 Yards. Restricted to members other than A Class Shots, who joined the Rifle Association on or before 1st April 1903. No. of Shots—Seven.—Entrance fee 50 cents. Three prizes, value 50 % of the entries with \$15 added.

14.—Nursery.—Distance 600 Yards. Restricted to members other than A Class Shots, who joined the Rifle Association on or before 1st April 1903. No. of Shots—Seven.—Entrance fee 50 cents. Three prizes, value 50 % of the entries with \$15 added.

15.—Nursery Aggregate.—For competitors whose respective scores in Nos. 12, 13 and 14 make up the highest aggregate. (For List of A Class Shots see Appendix to official Programme). Entrance fee \$100. Three prizes, to be selected in order of merit as laid down by Rule 12.

16.—All Comers.—Competitions for all comers. Rifles or Carbines, will take place simultaneously with the foregoing events at Ranges 200, 500, 600, 700 and 800 yards. No. of Shots—Five at each range. Limited entries. Entrance 50 cents per shoot.

1st Prize at each range\$10
2nd " 7
3rd " 5

17.—All Comers Aggregate.—For competitors whose respective highest scores at each range in No. 16 make up the highest aggregate. Entrance \$100. Prizes to be selected by winners in order of merit as laid down by Rule 12.

18.—Ladies Nomination.—Open to Lady Members or their Nominees. Distance 300 yards. No. of shots—Seven. No entrance fee. Prizes presented. See Conditions Nos. 3 and 12.

19.—Ladies Competition.—Open to Lady Members only. Distance 200 yards. No. of shots—Seven. No entrance fee. Two Prizes.

20.—Consolation.—Open to all Members who have not won a prize at this Meeting. Distance 200 yards. No. of shots—Seven. No entrance fee. One prize.

Programme and Entry Forms may be obtained from and Subscriptions paid to M. S. NORTHCOTE, 5, Queen's Road.

WAI YUNG PHOTOGRAPHY, No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL STYLES. ENLARGEMENTS.

Views ALWAYS ON HAND.

TERMS MODERATE.

Hongkong, 10th December, 1902. [1199d]

Entertainments.

THEY WILL REMAIN.

The bump of reverence is overshadowed by the bump of intelligence in the 20th century man and woman. Old things are not preserved simply because they are old. Whatsoever is no longer useful must get out of the way. Nevertheless, progress that is not intelligent will not be permanent. We shall continue to breathe air, drink water and eat bread. There will be no "improvement" on the great essentials of living, and we do not want any. Babies will come into the world as they have from the beginning, and people will die out of it as they have done since the world began. Let us not run away with the idea that all of our treasured opinions are to be upset. Through every change, all things which, like

WAMPOL'S PREPARATION

have built a reputation on honour and good service, will hold their place. This effective remedy belongs to the past, the present and the future. It is not only up-to-date but ahead of date. For Wasting Diseases, Impaired Nutrition, Influenza, Lung Troubles, Impure Humors in the blood with resulting skin affections, etc., it possesses the confidence of physicians and the people everywhere. It is not expected to fail; it never does fail. The formula after which it is made is an inspiration. It contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It is palatable as honey, and yet so medicinal as to be effective from the first dose. Professor Reddy, of Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." To trust it and try it is to be satisfied and thankful. "You cannot be disappointed in it." Sold by chemists here and everywhere throughout the world and A. S. Watson Co., Limited.

THE ROBINSON PIANO Co., LTD.

NEW PIANOS

JUST ARRIVED

DIRECT FROM THE MAKERS

GOLLARD & GOLLARD,

BRINSMEAD,

BECHSTEIN,

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The ONLY FIRM dealing EXCLUSIVELY

in PIANOS and MUSICAL GOODS.

Hongkong, 2nd April, 1903. [415c]

DENTISTRY.

(Lately Practising with Dr. I. SAKATA), DENTIST.

No. 26, Connaught Road Central.

Hongkong, 9th February 1903. [120c]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CANE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAIERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1903.

NOTICE

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are requested to pay more than

Two Cents (10 Cts) per Single Copy.

THE MANAGER, *Hongkong Telegraph Co., Ltd.*

Hongkong, 14th January, 1903.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
IDZUMI MARU	YOKOHAMA, SINGAPORE and COLOMBO	WEDNESDAY, 8th April, at 4 P.M.
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 10th April, at Daylight
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 17th April, at Noon
KINSHI MARU	KOBE	FRIDAY, 17th April, at 4 P.M.
INABA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 18th April, at Daylight
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 21st April, at 4 P.M.
KAGA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 21st April, at 4 P.M.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 22nd April, at Noon
SANO MARU	KOBE and YOKOHAMA	FRIDAY, 24th April, at Daylight

* Through Passage Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 6th April 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers	Tons	Captains	1903.
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Olympia 2,837 J. Truebridge... April 8

Tacoma 2,811 A. Dixon April 17

Hyades* 3,753 Geo. Wright... May 5

Shawmut* 6,506 W. M. Smith... May 21

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 6th April, 1903. [874d]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this office for BOMBAY on SATURDAY, the 11th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 30th March, 1903. [14c]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 31st October, 1902. [1116d]

Notices of Firms.

NOTICE

MR. GEORGE ARTHUR RICHARDSON holds our Power of Attorney and is authorized to sign our Firm in China and Hongkong.

BRADLEY & CO.

Intimations.



A. S. WATSON & CO., LIMITED.

AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

AERATED WATERS.

THE WATER used is THE PUREST that can be obtained, and is skillfully FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

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ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON & Co., LIMITED.

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CHEMISTS AND DRUGGISTS BY APPOINTMENT TO H.E. THE GOVERNOR AND HOUSEHOLD.

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DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE. ELECTRO-PLATED, GLASS, and CHINA WARES. PASTEUR'S MICROBE-PROOF FILTERS. ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES. COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

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Hongkong, 8th July, 1902. [28d]

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

Lieber's Standard Code.

T. LEONE, 332.

Hongkong, 20th March, 1903. [3550]

SAN MIGUEL, San Miguel, San Miguel.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 7, 1903.

THE HIGH SCHOOL FOR CHINESE.

We are led to a consideration of the subject of a high school for the Chinese in Hongkong by the broad views enunciated by Mr. Ho Kom Tong in a communication which he has contributed to the press. Amongst every enlightened community the subject of education has always been held to be of very absorbing interest; and this axiom is no less true with the community of Hongkong ever since the early days of its settlement. That educational matters have received the attention of the English founders of the Colony will be recognised from the earliest efforts of one of our pioneers of education, Dr. Morrison, when he founded his first school for the Chinese at East Point soon after the British flag was hoisted in the Colony. Then followed a number of keen and enthusiastic educationists, both clerical and secular. Among these may be mentioned such notable figures as the late Dr. Frederick Stewart, the Rev. Dr. Chalmers, the Rev. Bishop T. Raimondi, and of the more modern exponents of education in Hongkong may be noted the names of Dr. E. J. Eitel, late His Majesty's Inspector of Schools in the Colony, and Dr. G. H. Bateson Wright. Each and every one of these gentlemen have contributed towards raising the standard of education so as to provide from purely elementary schools a system of education not only to meet the commercial needs of Hongkong and the China ports, but also to have paved the way in preparing the students attending the various schools and colleges in the Colony in order to step into the first course of secondary education if such were needed by them. After very many years of practical experience and careful study the Code, under what is known as the Grant-Aid Scheme, was formulated and has been in operation, with amendments from time to time, until the present day. This code, so far as our information goes, has given satisfaction to principals and managers of schools as well as to masters generally. The cry and agitation for the establishment of British schools for the children of British-born parents in the Colony will be still fresh in the minds of our readers. This culminated last year in the appointment of a Committee to inquire into and point out defects which existed in the educational system of the Colony, and to make practical suggestions for their amendment. The report of the Committee was issued in the form of a voluminous Blue Book, laid before the Legislative Council a few months since. This report summarises practically the whole history of education in Hongkong and contains, among other matters, suggestions emanating from the British community for the establishment of a British school for children of British parentage, and also a petition "on behalf of an important and influential section of the Chinese community," submitted to H. E. the Governor, representing, at it seemed to the petitioners, "the urgent need for a suitable English school for the education of the children, both boys and girls, of the upper class of the Chinese resident in this Colony." This petition is signed by the following Chinese gentlemen, viz., the Hon. Dr. Ho Kai, Hon. Wei A. Yuk, Messrs. Fung Wa Chun, Chau Tung Shao, Uen Lai Chun, Lo Kun T'eng, S. W. Tsang, and Wei On. No sooner was the substance of this petition made known in the Colony than a hue and cry was raised by the Chinese community who, as is pointed out by Mr. Ho Kom Tong, were not consulted in the matter before it was drawn up. That the report expressed a very advanced idea on the question of education we do not for a moment doubt; that the petitioners themselves should have advocated and strenuously sought to obtain by such means as they thought fit a high school for the children of their class, we must also admit to be, in the nature of human affairs, reasonable; but that they should pretend to voice the opinion of the "important and influential section of Chinese community" we feel it our duty, from the expressions of opinion we have heard from all hands, and as at one time voiced in the vernacular press, to denounce as a flagrant attempt to utilise the name of the community in general to further the interest of one class in particular. It is an admitted principle of education, and one which the Home Government has invariably acted upon, that exclusive instruction must be provided and paid for by the class demanding it. In the petition before us we have a demand for the establishment of a "high school," whatever that term may mean, for Chinese. If by the expression we are to understand a higher standard of education than it is reasonable to suppose that it is secondary education which the petitioners seek to obtain for the self-constituted upper classes of the Chinese residents in contrast to the "lower and lower middle classes, Chinese and non-Chinese." We are supported in this view by the concluding lines in the second paragraph of the petition under review, which states that "the higher and more thorough training of the children of the more well-to-do classes has never been provided for." That in itself a statement which those who have followed the history of education in Hongkong cannot but corroborate, and it is praiseworthy to the self-same petitioners that, benefited as some of them undoubtedly have been by the English education received at home, they have come forward as the exponents in the thirst for knowledge of the younger generation in the Colony. It is against the principle that we desire to contend; but we find that Government instead of upholding that principle and acting both in its spirit and in its letter have virtually conceded to an effort which, however praiseworthy in itself, leaves by far the larger and more needy section of the Chinese community to struggle for its mental pabulum in

nothing higher than an elementary education pure and simple. We have already referred, at length in previous articles, to the Budget for the current fiscal year. With special reference to the subject under notice our attention has been directed to the inclusion in the year's estimates of a sum of \$20,000 for the Chinese High School. The memorandum informs us that this school has been generally approved in Colonial Office Despatch, No. 408 of 1902; and we are further told that, "the Director of Public Works and the Acting Inspector of Schools are conferring with Dr. Ho Kai and the other signatories of the petition of the 2nd March, 1901, forwarded in Governor's despatch, 308 of 1901," as to the acquisition of a suitable site. The sum of \$20,000 is inserted in the Estimates provisionally pending the result of detailed inquiry into the cost which the Government is likely to incur in connection with an improved system of education. Evidently the \$20,000 is but the first instalment for the provision of the Chinese school in Hongkong. We hear that the aggregate amount falling upon the Government with its apportionment will be a lakh of dollars and that the Chinese will be expected to contribute among themselves another \$100,000 before the high school will be an accomplished fact. It is also proposed that the fees shall be fixed at such a standard that only children of the Chinese population of the "higher social status" will be able to pay in order to gain admittance to the school. From whose pocket, it may be asked, will the Government shaft of \$100,000 come in support of a school exclusively for children of the "higher social status." The answer will be found: "From the pockets of the parents of children of the lower status, viz., the coolie and the labouring classes no less than any other ratepayer in Hongkong." The latter as ratepayers claim no favour, but we feel it incumbent upon ourselves, as a public duty, to express that where British rule reigns over a Colony a fair field and no favour should be meted out to all alike, higher or lower status notwithstanding.

LOCAL AND GENERAL.

SEVERAL interesting items are printed on page 3.

No one should be without a Kodak this lovely weather, and get one that will please you at LeMunyon's.

Just call at LeMunyon's and see the pretty Picture Frames he makes. You will surely have some of them.

Every ship from San Francisco brings fresh Photo Paper, Dry Plates, Film, etc., etc., for LeMunyon, No. 31 Des Voeux Road, Central.

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Telephone 390 will always find LeMunyon's; and if you have no telephone and are unable to come just write to P. O. Box No. 368 and you will surely find him.

A LENGTHY article respecting Mr. R. M. McWade, the United States Consul at Canton, and Mr. M. M. Langhorne, the Vice-Consul, who has left for Washington, is published in a San Francisco paper.

It will be remembered that at the recent annual meeting of the P. and O. Company certain alterations in passenger rates were announced. The *L. and C. Express* learns, however, that it is not probable any alterations in the rates will be made for either the Straits, China or Japan during the current year.

THE Police report that whilst clearing the debris of the recent fire at No. 19 Circular Pathway, they came across the dead body of a male adult, age about 18 years. It was very badly burnt, and from its position it is surmised that the victim met his death by suffocation and the body was subsequently buried.

RETURN of visitors to the City Hall Library and Museum for the week ending 5th April, 1903—

	Library	Museum
Non-Chinese.....	360	89
Chinese	91	2,213
Total	397	2,302

A CABLE to the N. Y. *Sun* from Paris says: The London correspondent of the *Alain* sends a dispatch to his paper in which he gives the substance of an interview with Baron Hayashi, the Japanese Ambassador at London, in regard to the disturbed situation in China. The Ambassador took a pessimistic view of the situation. He considers the insurrectionary movement as anarchical in character. It is directed against the present dynasty and is due to too heavy taxation and the dishonesty of the officials. The day the insurgents are properly organized the forces of the Government will be utterly crushed. It is not likely that there will be any anti-foreign agitation.

WITH THE "FAME" TO CAPE VARELLA.

S.S. "BINH THUAN" SALVED.

THREE STEAMERS STRANDED.

(From Our Own Reporter.)

SAIGON, 1st April. Casting off moorings at the Kowloon Docks on the afternoon of the 20th ult., the *Fame* cleared the harbour by Green Island Pass, with Capt. A. C. Broadbridge superintending the navigation. Mr. J. R. Mercer watching the "coffee mill" and Mr. J. C. Gray (chief officer) using his energy in putting "greenhorn" deckhands into harness. Mr. J. W. Jameson, salvage expert, had chartered the craft and we were bound for the French steamer, *Binh Thuan*, lying stranded on the coast of Annam, near Cape Varella. The little tug-boat figured on the Hongkong and Whampoa Dock Company's books at \$15,000, but was insured against being sunk, stranded, or burnt for \$45,000. Most *Star Ferry* passengers are familiar with her, though it may not be generally known that she has weathered the elements for 46 years. At the palmy days of youth long before she was converted from paddle wheel to twin screws, she was a Mediterranean fruit carrier. How much of her old self remains it is hard to say. But this is by the way. At the

outer, the sea was smooth, the sky dull and a light N.E. breeze was blowing. On the whole, prospects for a pleasant trip were bright, but the *Fame* rolled and pitched like a demon. When a wave smacked up underneath the funnel, the ship felt as if the vessel was given a blow with a huge hammer. Some 30 miles from port the cook, in great distress, asked Capt. Broadbridge to put back to Hongkong as he had no meat chopper, but the loan of a couple of boat axes pacified him. At dinner on the evening of leaving it was laughingly remarked that our Friday departure was sure to be unlucky. On relieving the wheel on the morning of the 21st the new helmsman allowed the vessel to get off her course and lay aside. During the forenoon a quantity of water shipped washed the saloon out, and had not Mr. Gray taken the wheel the decks might have been swamped. Our run from departure to noon on the 21st was 149 miles. Two hundred and forty miles were travelled between noon of the 21st and noon of the 22nd. The weather cleared on the second day, there being a slight ripple on the water and the sky a cloudless blue. Kuloai Rai Light bearing on the starboard bow was sighted early on the morning of the 23rd, and, roughly speaking, we were some 150 miles from Cape Varella. During the forenoon we passed one land mark after another. "Old Sol" played his brilliant rays on yellow sand patches basing the coastline, while green foliage coloured the hills beyond, and insignificant islands dotted the sea on either side. Judging by the gambols of a school of porpoises they enjoyed the superb weather as much as ourselves. Sea birds skimmed the water and bonito jumped clear out of it in hot pursuit of flying fish. Native fishing craft and dhows of many rigs abounded, and from time to time

A STEAMER was sighted low down on the horizon leaving its trail of smoke astern. Aboard of Jomone Island, a large whaler was observed spouting and afterwards noticed to jump three-fourths of his enormous carcass out of the sea, re-entering flat with a great splash. At first we thought him attacked by swifid fish, but on closer observation decided he was frolicking. Though it was sunset before we made close approach to Cape Varella the *Binh Thuan* was sighted before night-fall. Her hull showed against the sandy beach some five miles north of the Cape and a smaller steamer was seen to be ashore in the same vicinity. On arriving within soundings we discovered the *Binh Thuan* to be a wreck on a more or less level beach. Burning smoke issued from the funnel and she pitched buoyantly to the waves. Those aboard her gave three hearty toots on the steam whistle, and while answering we "mud-hooked" for the night. Mr. Jameson boarded next morning and informed us that the steamer ashore was named *Helene*. What was left of her was well embedded in quicksand and daily sinking, each "curler" throwing itself against the wreck and assisting in the already well-advanced work of destruction. The engine compartment being firmer than the rest induced Mr. Jameson to purchase the ruins for £75 and \$200,000 belonging to her, the last captain handed her to the care of M. le Resident, the purchaser is experiencing great trouble in getting necessary documents for obtaining delivery. He informed me that before he would be allowed to ship the scrap iron to a non-French port a heavy export duty had to be paid. Previous to our arrival one of the salvage Chinamen got into trouble for picking up an iron stanchion lying on the beach. Two salvage carpenters were also arrested by M. le Resident's natives for starting work on the *Helene*, which is a French steamer.

The *Binh Thuan* left Hongkong on the 7th February on the Java run with a general cargo and \$200,000 belonging to the Hongkong and Shanghai Bank. She ran ashore during the early hours of morning on the 10th. The *Helene* was despatched from Saigon to save her, and on the 13th, while thus employed, the anchor cable broke, the tow hawser pulled her up near the beach and heavy seas piled her up near the other vessel. Subsequently she broke her back and became a hopeless wreck. Several vessels, including the French gunboat *Comet*, at different times visited the locality. Whatever steps were taken, however, no success was attained previous to Mr. Jameson's arrival. He left Hongkong in the last of the month, the *Star* on the 19th February and sighted the wrecks on the 22nd. Seas were making a clean breach over them, and it was too rough in effect a landing. At Saigon, on the 28th February, he made a contract with the underwriters to save the *Binh Thuan* on the

"NO CURE NO PAY" principle for a remuneration of 60% on the valuation. The *Binh Thuan* was insured in London, Paris and Hamburg for sums totaling £30,000. Mr. Jameson experienced great trouble in booking for the trip, but on the 8th March secured a berth on the British freighter *Telemachus*. They landed him at his destination next evening. The Shell Line steamer *Sabine* (Richmond), Captain T. Connell, arrived at Cape Varella from Hongkong the same day having on board Mr. T. G. Doyle (chief diver) and other members of Mr. Jameson's staff, besides centrifugal pumps, diving apparatus, boiler and various salvaging gear. The *Binh Thuan* lay broadside to the beach, the starboard being the inshore side. A ladder leading from the lower platform of the gangway to the sands enabled the crew to walk ashore without wetting their feet. The cargo, greater part coal and moveable fittings, had been discharged. Crews of both the *Binh Thuan* and *Helene* were camped on the beach under awnings. Shortly afterwards the *Helene* crew left for Saigon, and the *Binh Thuan* crew lay on for coasting steamer.

The *Binh Thuan* was situated 60 miles distant, a dusty walk over hot sand and Saigon, about 20 miles inshore in the opposite direction. A telegraphic extension branch had been laid on account of the *Binh Thuan*, and Mr. Jameson wired to Kin Hon for a lighter into which he might discharge his big boiler. The *Sabine* (Richmond) was delayed four days during which pumps, engines, etc. were discharged into native surf boats. There was about four or five feet of water in the *Binh Thuan's* stockhold, but the cargo holds were dry. The main steam pipe was broken at the flange, the water pipe connection from the boiler to the main engine standard was broken and the port boiler was out of order. Mr. Jameson employed the *Binh Thuan's* crew at double pay. An eight-inch centrifugal pump was fixed in the forward 'tween decks, a ten-inch in the after 'tween decks, and steam to drive them was laid by pipes from the upper deck cargo winches. It might be pointed out that scouring with centrifugal pumps consists of driving seawater away by pumping water in. The water force was directed by pipes from the port side, two anchors were laid seaward to haul out the bow, the stockhold was pumped dry by hand and the main engines were temporarily repaired. Luckily, the main injection, though on the starboard side, was under water and clear of sand. Furnaces were fired up on the 17th March, but steam hissing out and filling the engine room demonstrated that further repairs were necessary. After the second and third engines, and the second officer, who was unwell, were sent to Kin Hon for relief for

Saigon. By heaving on the forward hawser and steaming full ahead with the main engines the vessel was hoisted and anchored in deep water on the 21st March. Later in the day we followed the *Binh Thuan* into Vung-ro Bay, a beautiful land-locked harbour immediately south of Cape Varella, forming a splendid haven of refuge for mariners in bad weather. A military fort, habited by a captain, two lieutenants and 25 native soldiers is situated on the western bank, and connected with the interior by a narrow path over the hills. The soldiers are dressed in khaki, blue topped circular hats and sandals. There is no local trade except by junks and native produce—what little there is, is dirt cheap. "Ducks," bananas and pineapples can be had for a song, but most vegetables are scarce. French Ind-China coins are the standard, though "chow" or, in fact, any money is acceptable. A plentiful water supply flows from the background highlands and a thicket of virgin forest stretches across the country, from which

THE MOANS OF TIGERS

During the afternoon the *Fame* coaled ship from the *Binh Thuan's* main hold at dusk. The *Helene* was anchored adjacent to the wreck. The next day, while manoeuvring, the *Fame*, in making preparations to enable the *Binh Thuan* to recover her anchors, the Manila hawser, by means of which the *Binh Thuan* was hauled from the beach, fouled the port propeller. The starboard propeller did not keep the ship's head around and an anchor let go did not hold. A ground swell drove the *Fame* into surf and when she piled up on the sand with heaving thumps, rolling waves broke over her. By this time the port had also fouled the starboard propeller, but becoming taut held the stern seaward. Meanwhile the *Binh Thuan* arrived from Vung-ro Bay and Captain L. Frey seeing the state of affairs, steamed as close as prudent. Mr. Doyle took charge of a life boat and put off with a line towards the *Fame*. The *Fame's* starboard boat was despatched with another line to meet him. Breakers washed the port boat out of its falls, and it was with difficulty that a crowd of Annamites hauled it on the sands beyond sphere of waves. Holding the helm astarboard to save the rudder, I was in a splendid position to keep my eyes about, though heavy jerking kept me busy and blistered my hands. A few lookers on the beach were reinforced by a long stream of dusky humanity from a grass hut village opposite the wrecked *Helene*, at the head of which was an amah conducting a *petite mademoiselle* of some four summers. Incessant laughter of two native youngsters with match-like arms and legs, particularly took my fancy. Dressed in Dame Nature's costume they ran about the shore or dived into surf to bob their little brown heads out of the snow-like foam. Had it not been for anxiety on account of the *Fame* the whole scene would have been delightfully amusing. Native scrambling for wreckage, Frenchmen getting their feet wet by incautiously approaching too near the waves, semi-savages sporting white umbrellas and naked men alongside men in gaudy velvet costumes were on either side. The majority were clothed somewhat similar to Chinese coolies, some wearing cone-shaped sun hats over their long matted hair nunched up behind. Shortly after rope connection was established between the vessels the line parted and an arduous piece of boat drill had to be recommenced. This completed, the *Binh Thuan* proceeded full ahead, but her propeller being a right handed one caused the vessel to port. Moreover, the curve might have brought the *Binh Thuan* dangerously near the shore, and those aboard cut the hawser to re-see her. These operations being repeated, and again proving unsuccessful, attention was directed towards securing on deck a bright of the rope encircling the *Fame's* propellers. Diving in the broken water was reckoned dangerous, but a lashing from the rope to a spar athwart the *Fame's* deck was accomplished. The *Fame's* nose was within a few feet of the beach, and sand banks were forming around her. All aboard were in readiness to jump should the vessel get beached on the breakers and to swim. The hawser had been rigged from the foremast. At low water the bow seemed likely to be high and dry.

All hands slept in their clothes on the 25th ult., and respite for their hard worked, sun blistered limbs was as necessary as welcome. From my couch on the hen-coop I enjoyed full benefit of the weird grandeur of our surroundings—a cloudless, starry night, with roaring breakers hissing along the ship's sides and sending up jets of phosphorescent light glittering on the dark waters like diamonds in a crescent. Stretching to seaward were numerous lamps on surf or rigs rigged out to shore, and the *Binh Thuan* was anchored in the offing and a funnel, that of the *Helene*, some hundred yards away, showed against the northern sky. On the beach close to hand a native was kindling a log fire and keeping lookout to give alarm in case we had to abandon. Though the sun had not risen it was broad daylight when I awoke, and scrambled off the coop much to the consternation of its chuckling occupants. Swinging myself ashore by the life line I stroiled off to take in the surroundings. Cutely designed surf boats of plaited bamboo were strewn around. Shrimps abounded and in several places the remains of ships' timbers were to be seen, a long string of coral indicated the highest wave line. During a storm the Sunday before we arrived a big heap was washed from the shore. The song of a thrush was audible from the brushwood. Quite a little township had sprung up in the wreck locality, a quantity of flour, general merchandise and coal from the *Binh Thuan* being prominent feature. Perishables were thieved over with dry grass, and a quantity of the *Helene's* gear was under canvas covering. A barrel full near the wreck, afforded cool and fresh water—sea water filtered through sand through the sand. Official structures, cook houses, etc. were all of grass. A hammock, fastened to an artificially carved pole carried by two soldiers constituted M. le Resident's carriage. The *Fame's* men, assisted by shore coolies had been employed shifting a quantity of coal from aft forward and discharging stone ballast overboard. There was a groundless rumour that if the *Fame's* crew were caught mooring upon the Custom House officers would seize the ship, and if not paid, would be fined a franc a man. How such idiotic "tommy rot" can be regarded seriously or gained credence I cannot imagine. I had a conversation on the beach with Dr. J. G. Mouillac (*Aide-major de reserve* class of *Troiseme Coloniale*), and Messrs. Quessel and Salard, of the Customs. From them I learned that a village proper was situated but two miles away. Not possessing a sun proof skull I tucked some greenery under my hat, picked out the first likely trail and trudged off in the direction indicated. Primitive mud huts, grouped in a

CHARMING LITTLE VILLAGE constituted the highest aspirations of a contented people. Verdure for the greater part was of a stately Dead Sea apple, native hedges of prickly pear and bamboo marked a cool shade over narrow lanes. On my approach "kiddies" scurried away and played "peep-o" in the bushes. A score or two bunch of horse bones chewed sticks in a compound and canine specimens around were of the empty kettle brand, though their bark was loud, they were sickly, undomesticated curs. Pigs, also, had been bred to a very low standard, their backs being deeply curved. Local rice had a reddish tint and was of the meanest quality; as an example of farming methods an Adim-like individual threshed his corn by hitting it with a broken earthenware pot. Returning to the shore, I deserted the path, taking the road of the *Binh Thuan* as a landmark. My legs were badly scratched in the bramble, and I once nearly tripped full of a mouse's nest. Bird after bird disturbed flew off with an angry twitter, and a net would have bagged some rare butterflies. When about half way my landmark the funnel gradually disappeared. The *Binh Thuan* apparently was steaming away. Making hasty tracks over the difficult ground I found things as before. The delusion was due to a depression in the ground. A large area of the plane, situated north of Cape Varella, must have at one time been part of the ocean, and I should imagine that cultivation or irrigation, in any extent, would be almost impracticable. During heavy typhoons the ground is partially immersed. Its sandy surface is densely covered with a varied profusion of brushwood. At high tide that evening the *Binh Thuan*, recommended towing, keeping position by means of ground tackle. The *Fame's* stern was afloat, the vessel's rolling seemed to indicate success. The morning, however, was too hot for picking up the *Binh Thuan* under the lightest of a breeze. The *Fame* was out of dock at 11 a.m. and a high water. My sleeping place in the *Binh Thuan's* saloon would have been comfortable had not Mick, a non-sensical black pig, been snoring like a foghorn outside.

During the night the *Fame's* stern cantled on to the north sand bank causing list to port and high surf broke against the funnel, but by huling the starboard boiler the vessel was restored to an even keel. Both the port and starboard poop bits were rent out of the *Binh Thuan* while towing at the *Fame's* the following morning. The bollards of the port bits, in shooting overboard broke the poop rail. Seats of the *Binh Thuan's* hurricane deck were opened out by the scoring of such a extent that during a rain shower, they leaked like a sieve. It was almost as wet under cover as in the open. Captain Frey, Mr. Jameson and I went ashore on the afternoon, and as we proceeded along the sands to the grass abode of L'Etiat (*Resident de France de la Province du Phu-yen*), saw the *Fame's* crew throwing their rags into skips. Monsieur, pivoted to be a courteous and hospitable gentleman, and seemed greatly amused in finding my sole object in these parts was to copy. On taking my leave I climbed aboard the *Helene* for a closer look, and found her port side almost completely gone and water was flowing about the still standing machinery. The ends of the ship were particularly badly broken, all about the engine room being disintegrated. On returning to the sands I exchanged gesticulations with some natives, and distributed a few coins in lieu of purchasing the poultry they persistently thrust upon me. My eating a piece of one of their sea softened, slimy pancakes greatly pleased them. Mr. Jameson and Captain Frey sat in a light skiff and were launched down the inclining sands on to the first extra large wave. Mr. Mercer and I had to wade up to our waists to embark in a heavy rain. The *Fame* was being camped on the beach that night, and Captain Broadbridge spent the dark hours of the night on the beach watching the *Fame*, and the next day (the 29th ult.) abandoned her to Mr. Jameson for salvage. Mr. Jameson's remuneration was to be fixed by arbitration, but not to exceed 60% valuation. The *Binh Thuan* was LEAVING FOR SAIGON the next day, and a quantity of wrecking gear was transferred from her to the *Fame*. Work at clearing the *Fame's* starboard propeller was proceeded with during the night. Some of her crew refused to work asking where their wages were to come from.

At about midday on the 30th I could see from the *Binh Thuan* that the *Fame's* starboard propeller was working. Shores were being driven around the wreck, and a quarter for breaking the waves to allow divers to clear the port propeller. A kedge anchor, with a manila hawser attached was dropped from the *Binh Thuan* in a suitable place for heaving the *Fame* off. The *Binh Thuan* weighed anchor and made a departure for Saigon at about two o'clock in the afternoon. The Chief Officer was left behind to mind the cargo. We kept the coastline in view and all sorts of tonnage was sighted. A mud pit was engaged off, Cape Saint James at 10 a.m. on the 1st inst., and the city anchorage was reached some 10 hours later. To the expression I overheard in town the day after, *Binh Thuan* is an *unhappy devil* for Saigon. I left her anchored in the stream, making no water apparently, and the *Fame* damaged to her hull, quantity of wreckage, and the *Helene's* remains in the wreckage. The *Fame* was sighted on the passage down. Mr. Mercer said the *Fame* has sustained no damage, but is an exceptionally strong ship. Several dollars should pay the pier.

THOS. C. SWAN.

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SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Namrang*) 11th inst.
German (*Sachsen*) 14th inst.
Canadian (*Empress of India*) 14th inst.
American (*Coptic*) 15th inst.
German (*Bayern*) 16th inst.
American (*Aurora*) 23rd inst.
American (*Kona*) and prox.

The N. D. L. steamer *Albatross* left Genoa on the 5th inst. at 9 p.m.
The T. K. K. steamer *Rohilla* (left Manila this afternoon and is expected here on the 9th inst. at 3 p.m.)
The Canadian Pacific Railway Co.'s *R.M.S. Empress of India* arrived at Yokohama (left a.m. on Monday, the 6th inst., and left again at 4 p.m. same day, for Kobe, where she is due to arrive at 4 p.m. on Tuesday, the 7th inst.)

SAN MIGUEL, San Miguel, San Miguel.

TELEGRAMS.

(Continued.)

The Somaliland Expedition.

London, April 5th.
Col. Manning's column occupied Galadi on the 31st March after struggling through a waterless desert and suffering the greatest privations. The Mullah continues beyond the reach of the expedition which will remain at Galadi for some time to collect supplies, the transport having completely collapsed.

Railway Wrecking in Turkey.

Two more railway wrecks, undoubtedly due to Macedonians, have occurred at Salonika.

Football.

In the Association match, Scotland beat England by two goals to one.

LATER.

The Somaliland Expedition.

Prior to the occupation of Galadi the British advance force had a stiff brush with a force of the enemy who lost 5 killed and 15 prisoners. The bulk of the enemy, 12,000 strong, is concentrated at Walwal wells a day and a half from Galadi.

The Japanese Cruise "Kinsan".
The Japanese Cruise "Kinsan", Matsushima, and "Hatsuhara" have arrived at Fremantle.

TRIAL OF THE "KINSHAN."

The "Kinsan" underwent her official trial over the Admiralty measured course of two knots last evening. A mean speed of 15 1/2 knots was attained from four consecutive runs—two with the tide and two against. Machinery and boilers worked admirably throughout, the results being checked by Captains Goddard and Innes for the speed, and the working of the machinery by Mr. Ramsay, the Superintendent Engineer of the Boat Co. The contract speed was 14 knots and as the penalties for non-fulfilment of the Contract for speed and draught were heavy, we congratulate the Hongkong and Whampoa Dock Company on the excellent results attained. The Hongkong, Canton and Macao Steamboat Co. are also to be congratulated in the possession of such a fine steamer. The runs were as follows:—

1st run against tide, 8" 12" 14.63 knots.
2nd run with " 7" 19" 16.43 "
3rd run against " 8" 0" 15.00 "
4th run with " 7" 14" 16.59 "

4) 6.65 knots.
15.66 "

We understand that on the completion of the official speed trials, the vessel anchored in the harbour, and a few invited guests, directors and friends of the owners and builders, went on board, and the "Kinsan" took a run of a couple of hours during which congratulatory toasts were exchanged between the Chief Manager of the Boat Co. and Mr. Goetz of the Steamboat Co.

TRAGEDY AT THE KOWLOON WHARVES.

It is with regret that we have to chronicle what is alleged to be a suicide on board the s.s. "Sikh" now lying at No. 1 Kowloon Godown Wharf. We are informed that when the steward went to call the skipper, Captain J. Pentreath, this morning he found the Captain dead and on closer examination discovered he had apparently shot himself. The vessel arrived here yesterday morning and is consigned to Messrs. Dodwell and Company, Limited.

THE SANITARY CONDITION OF HONGKONG.

In the House of Commons on the 3rd ult., Mr. Weir asked the Postmaster-General, as representing the Secretary of State for the Colonies, in view of the fact that some time since Mr. Osbert Chadwick, C.M.G., and Professor Simpson, M.D., were deputed to visit Hongkong for the purpose of inquiring into the sanitary condition of the colony, if he would state whether it is proposed to introduce legislative measures to consolidate and amend the Health and Building Ordinances at present in force in the colony.

Mr. Austen Chamberlain, on behalf of the Colonial Secretary, in reply said: A Bill to consolidate and amend the laws relating to public health and buildings has been recently under consideration in the Legislative Council of Hongkong, and will no doubt be submitted very soon for enactment.

POSTAL ARRANGEMENTS FOR THE FAR EAST.

In the House of Commons on the 3rd ult., Mr. Caldwell, who asked how many letters were sent from this country to Japan, Shanghai, and Hongkong respectively, under the mail contract with the Canadian Pacific Railway Company, with the steamer which left Vancouver in connection with the mail leaving London on Jan. 8 last, what was the total weight of the mails which left this country by the same mail for Japan, Shanghai, and Hongkong respectively, and when the mails which left this country on Jan. 8 last are due at Yokohama, Shanghai, and Hongkong, Mr. Austen Chamberlain said—I am only able to give the required particulars in regard to the mail for Japan made up in London. That mail is estimated to have contained 8,116 letters, and the total weight of it was 4,715 lb. Only a small amount of correspondence for China and Hongkong is forwarded by the Vancouver route, and particulars of that despatched on Jan. 8 last have not been recorded. The mails sent on that date were due at Yokohama on Feb. 9, at Shanghai on 14th, and at Hongkong on Feb. 17.

ASK FOR ASAHI JAPANESE BEER.

G. Girault.

FIRE ON THE "OLYMPIA."

Fire broke out on the Northern Pacific Co's steam r. "Olympia" at about nine o'clock this morning. Those aboard did their utmost to extinguish the flames, but in spite of their efforts the enemy gained in strength. Capt. J. Truebridge hoisted the following signals at 9.30:—I am on fire—Fire increasing rapidly. This was replied by the signalman on H.M.S. "Tulbat" and "man boats" was piped. As for the Fire Engine it did not set off till about 11.30 and was far behind. When it did arrive, however, its pumps were really responsible for putting a climax on the conflagration, which was well subdued by 12.30. Damage is confined to the fore peak and no cargo has been scorched. The fore 'twelve deck is fitted for stowage passenger accommodation, and lower hold hatches were well covered with waterproof tarpaulins. When our reporter boarded burned sails were strewn about the decks. "All my ship's stores and awnings are burned" said the skipper after he enthusiastically praised the "Tulbat". The "Olympia", for which Messrs. Dodwell & Co. are agent, was to have sailed for Tacoma to-morrow morning, but will be delayed some days. A survey has not yet been held.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

MR. HO KUM TONG'S PLEA FOR EQUALITY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—The letter by Mr. Ho Kum Tong in your last night's issue advocating human equality and the democratising of the "upper classes" of the Chinese body politic in Hongkong should, if any public spirit exists in the Colony, raise a discussion that cannot, if reasoned out from a philosophic standpoint, do otherwise than good.

The bone of contention in the letter seems to be the *upper class* Chinese High School for which Sir Henry Blake, true to individualism, has provided \$30,000 for the sons and daughters of Chinese landlords and capitalists. Surely, the Chinese representatives (?) will be able to give Mr. Ho Kum Tong an answer in the press to his questions of who constitutes the *upper* and *lower* classes of Chinese Society, and who is to judge the standard of that society. That which I surmise the Chinese representatives judge as the lower class contribute by far the larger share towards the Colony's exchequer, and from that point of view 90 per cent. of the Chinese are not represented by the present Chinese members in the Legislative Council, as surely the above \$30,000 would have been better spent educating the Colony's artisans than the children of the Chinese aristocracy of wealth.

It is extremely pleasing to me as a foreigner to discover that the Colony possesses at least one native who has the grit and public spirit to champion the cause of equality and democracy, and it would be interesting to know Mr. Ho Kum Tong's opinion if the time has not yet arrived for a Social Democratic Club for Hongkong, where the champions of the upper class and the lower class could meet for discussion.

It is questionable if Sir Henry Blake as an Individualist (but who is free from racial hatred) has been as good a governor to the vast mass of Chinese, as a governor might have been who holds the modern collectivist ideas. In Europe, America and Australia, we can see work that has been done by collectivism and from which there can arise no reaction. Had Sir Henry done something to combat plague, etc. in the shape of the following measures, the Chinese artisans might have had something to petition and be thankful for:—

- (1) Construction of healthy dwellings for the people to be let at rents to cover the cost of construction and maintenance alone.
- (2) Free, secular, and technical education, with one free meal to each hungry child each day.
- (3) The prohibition of the employment of children under ten years of age at manual labour.
- (4) Cumulative taxation on all incomes over \$10,000 a year.

Yours, etc.

EVOLUTION.

THE CHINESE PETITION RE THE GOVERNOR.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—Having read with considerable interest and not without concern Mr. Ho Kum Tong's letter published in your columns last evening, I should like to add my protest to those of others who, though unwilling to make public their views, are equally incensed at the unwarrantable assumption of authority on the part of the persons originating the Petition. Mr. Ho Kum Tong was lenient in his observations when writing the subject before the public, and I do not intend to take any departure from those observations, but the necessity of silencing the matter by the bottom, now that public attention has been secured, calls for discussion from all those who are interested in this important subject. I notice that accompanying the petition was a proposed scheme for the working of the Chinese High School. This scheme was not published with the petition, which is included in the Education Commission Blue Book. Is it such a scheme that the originators are ashamed to give publicity to? I would urge that one of the European members, since our own Representatives are interested parties and will not likely move for the production of the document on the Legislative Council table, will agitate by question or motion in Council for the publication of the document in question, and this at as early a date as possible, seeing that before long a start may be given to the school.

Yours faithfully,

PUN SAI CHEONG.

Hongkong, 7th April, 1903.

ASK FOR ASAHI JAPANESE BEER.

G. Girault.

TIENTSIN.

(From Our Own Correspondent.)

Tientsin, March 23rd.
The Missionaries and other foreigners here who know the good work done by Gen. Mei in 1900 in saving the lives, not only of several missionaries but numbers of their converts, are delighted at the news that the King has sent Gen. Mei a gold watch in acknowledgment of his gallantry, which involved so much. He would probably have paid for his temerity with his head but for the close watch kept by the British Minister and missionary friends who were determined not to let any harm befall him if they could help it. By dint of much talking his rank and titles were restored to the General, and now it is clear Sir Ernest's representations to the King have won him this well deserved recognition. It is to be hoped the small souvenir will not cost him any further annoyance. There is a tremendous flutter among the officials here about the royal progress to the Western Tombs, and every man Jack who can scrape into the official train is going. Meanwhile Boxers or ordinary malcontents are arising in all directions; some are genuine Boxers led by Red Lantern goddesses; others are simply bodies of over-squeezed, under-fed villagers rising in impotent fury against official greed. It is difficult to distinguish between these two classes at sight, the more especially as both appear to be treated alike by the provincial governments. From Yuen-tien near the Great Wall and Shanhai-kwan, seven Boxers with their Red Lantern leader were captured and beheaded last week. Now we hear a precisely similar lot are in evidence west of Peking, also led by a Red Lantern divinity. Among other things these inspired females claim is that by cutting out a figure of a man in paper and throwing it into the air with certain incantations they are able to conjure up a spiritual army of soldiers, possibly the souls of deceased Boxers. One can really realize how such a profession as this appeals to ignorant mind like those of their followers. Away beyond Pao-tung-fu we have the other class of agitators; people ground down by over-taxation and probably exceptionally so now on account of the Imperial trip. The greatest possible precautions are being taken about the railway, etc., yet in some quarters there are sinister suggestions of treacherous schemes, and some think the engines are too heavy for some of the bridges.

The river is going on apace and further improvements are about to be undertaken and the dredging of the Bar is an extreme probability. But the trade and fiscal difficulty remains in such an acute state that there are now next to no ships to use the river, and there is no present prospect of matters mending. The Viceroy is trying to raise foreign loans, but is not in the least likely to succeed, I think. An edict is just out promising full official protection and assistance to Chinese who have been and are trading abroad. There seems to be an increasing jealousy of these persons now, and a great desire to induce them to return. Prince Tseng probably got an inkling into their prosperity and contentment in the Straits and elsewhere, and the fear is inspired that they are entirely alienated from the mother country.

NOTICE TO MARINERS.

No. 378.

The following notice to mariners has been issued at Shanghai:—
With reference to Notice to Mariners No. 308, dated the 1st July 1877, notifying the coming into force on that date of the "Regulations for preventing Collisions at Sea," and the publication of them by the Imperial Maritime Customs for general use in Chinese waters,—

Notice is hereby given that the following rules for steam pilot boats employed exclusively for pilotage duty in Chinese waters have been inserted therein and will come into force on or about the 15th April, 1903:—
Article 8, page 12.—"Any steam pilot boat exclusively employed for the service of pilots who are licensed have been issued by any Commission of the Imperial Maritime Customs in the name of and on behalf of the Chinese Government (vide General Regulation V of the Chinese Pilotage Service), when engaged on her station on pilotage duty and in Chinese waters and not at anchor, shall, in addition to the lights required for all pilot boats, carry, at a distance of 8 feet below her white masthead light, a red light visible all round the horizon and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles, and also the coloured side-lights required to be carried by vessels when under way.

"When engaged on her station on pilotage duty and in Chinese waters and at anchor, she shall carry, in addition to the light required for all pilot boats, the red light above mentioned, but not the coloured side-lights.

"When not engaged on her station on pilotage duty, she shall carry the same lights as other vessels."

The above rules will, in the first instance, apply to the steam pilot boat A. M. Bittie when on pilotage duty for the port of Shanghai.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—
On the 7th at 11.15 a.m. The barometer has fallen over N.E. Japan, the depression, lying over Manchuria, yesterday having reached that area.

Pressure is also giving way on the China coast, probably owing to the existence of a depression over Central China. Pressure is higher over S. Japan.

Gradients slight for S.E. and E. winds on the China coast, and for N.E. winds over the N. part of the China Sea.

Forecast—moderate to light E. winds; fine.

ASK FOR ASAHI JAPANESE BEER.

G. Girault.

"SIBERIAN" MAIDEN VOYAGE.

The Pacific Mail Co's s.s. "Siberia" steamed gracefully into port at 7 a.m. to-day having completed her maiden trip to the Far East. She left San Francisco on the 11th ult. with 200 saloon passengers—a record number—and her spacious hold containing 7,000 tons of freight including 2,000 tons of flour, 2,500 bales of cotton, 250 tons of lead and 2,000 bales of cotton. The big liner from keel to truck is in fine condition, of which a description has already appeared in these columns. The principal officers of the "Siberia" under Captain Smith are as follows: chief officer, W. P. S. Porter; second officer, Charles Stewart; third officer, R. H. Simmons; fourth officer, G. A. Whitehead; chief engineer, George H. Ferguson; assistant engineer, J. S. Hamilton and J. D. Morris; purser, H. A. Jerome; freight clerk, W. Robinson; assistant clerk, A. Corn; surgeon, Dr. C. A. Lutz; chief steward, J. H. D. Johnson; storekeeper, M. J. Buckley.

THE STRAITS CURRENCY QUESTION.

The following letter appears in the *L. & C. Express* of the 6th ult.:—

Sir,—It is not known here what proposals the Straits Currency Commission have made, nor will the same be made public until the report has been presented to the Legislative Council in Singapore, with which body the responsibility of a decision will seemingly rest.

The purpose of this letter is in the interest of all those who believe a gold basis to be for the good of the Colony to ask our friends there to sink their own views, as we on this side are prepared to do, and to adopt the proposal of Sir David Barbour without cavil, and use every effort to try and get it made law. If more than one method is suggested, then to adopt whichever is favoured by the Government.

As the first witness before the Committee I had not the advantage like those who came later of talking the matter over in all its bearings with friends who had been through the mill. Knowing, however, that there was in the Colony a strong feeling against a contracted currency, I did my best to impress this upon Sir David Barbour, but came away convinced that it would be impossible to avoid at least an initial period of contraction, which view has been confirmed by experts whom I have since had the opportunity of consulting on the subject.

It is desirable in many ways that the change should be gradual, and all, or nearly all, on this side have now come to adopt the view that there must be a probationary stage before the dollar can be given a fixed value, and during which a certain amount of inconvenience may be experienced, but better so than upset business generally, and perhaps the bazaar in particular, by a sudden move upward in the value of the dollar. This view, which now generally finds favour on this side, I understand has been given expression to by Mr. Robert Craig in his evidence.

I expect it will be found that the Bankers and Experts gave their testimony in favour of Silver, but so they did before the change was made in India, which, notwithstanding their remonstrances, has gone along very comfortably with a 15 ad. rupee. With Siam, the Philippines, and Coochin-China going on to a Gold basis, and even Hongkong thinking of so doing, it is absurd to ask the Straits alone to stand the racket of the Silver market. The European houses have signed almost to a man in favour of fixity of value, and I cannot but think we shall now obtain that blessing if we do not squabble over the means to be adopted. To my mind, the method, in this case, matters comparatively little so long as the object is obtained.—I am, Sir, your obedient servant,
W. G. GULLAND.

THE PLAGUE.

During the forty-eight hours ended at noon to-day 3 further cases of bubonic plague, making 202 since January 1st, were notified as having occurred in Hongkong. They were from 56, Peel Street and 115, Praya East, while a body was found in the Coffee Plantation hillside.

Commercial.

TO-DAY'S INTELLIGENCE.

Generally speaking, the market is quiet, but rate remains firm. HONGKONG FIRES have been done at \$30 and have further inquiries. 100 CHINAS are quoted \$109 buyers, following upon a rise in Shanghai to 71.80. It is significant that offers of shares for forward delivery at the same cash rate induce no business. DOCKS have sellers at \$215. LAND INVESTMENTS have sold and have inquiries at \$175. Business in HOTELS has been done at \$153 for September and are wanted at \$144 cash. CHINA PROVIDENTS are weak with sellers at 39 50. WATSONS have risen to \$14.75.

EXCHANGE.

ON LONDON, Telegraphic Transfer ... 1/7 3/16
" Bank Bills, on demand ... 1/7 1/2
" Credits, 4 months' sight ... 7/9 1/2
" Debits, 4 months' sight ... 1/7 1/2
ON BERLIN, (demand) ... M. 60 1/2
ON PARIS, Bank Bills, on demand ... 20 1/2
" Credits, 4 months' sight ... 20 1/2
ON NEW YORK, Bank Bills, on demand ... 39 1/2
" Credits, 30 days' sight ... 39 1/2
ON BOMBAY, Telegraphic Transfer ... 120
" On demand ... 120
ON SHANGHAI, Telegraphic Transfer ... 73 1/2
" Private to days' sight ... nom.
ON YOKOHAMA, T.T. ... 28 1/2
Sovereigns, Bank's Buying Rate ... \$12 3/4
Gold Leaf too touch, per tael ... 64.40
Bar Silver ... \$22 1/2 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW ... 1080/1000
" LAST YEAR ... 1010/1030
" ULDEST ... 1080/1130
PATNA NEW ... 1070
BENARES NEW ... 1060
PERSIAN (PAPER) ... 740/80

ASK FOR ASAHI JAPANESE BEER.

G. Girault.

To-day's Advertisements.

EXTRAORDINARY ART SALE.

PUBLIC AUCTION.

THE Undersigned have received instructions from the MURRAY ART GALLERY OF KY TO, to sell by

PUBLIC AUCTION,

on

SATURDAY, the 11th April, 1903,

at 2.30 P.M.,

at their

SALES ROOMS, No. 8, Des Vaux Road,

Corner of Ice House Street,

A CHOICE COLLECTION OF THE

MOST ARTISTIC EMBROIDERIES

AND TEXTILES,

Comprising:—

LADY'S FINE SILK KIMONOS. Very

OLD EMBROIDERY. TEMPLE WALL

HANGINGS. SILK EMBROIDERED

SCREENS, RARE OLD BROCADES AND

PALACE HANGINGS, SILK EMBROIDERED

RED CUSHION COVERS, MANTLE

DRAPERY, GOLD BROCADE TABLE

COVERS, CUT VELVET PICTURES,

&c., &c., &c.

Also

A Very Magnificent EMBROIDERY

PALACE HANGING DESIGNED by the

famous SEIKEN in Tokio and was awarded

Gold Medal at Paris Exhibition

N.B.—There has never been as important a

Sale of these wonderful embroideries outside

Japan.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 7th April, 1903.

438

SS "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and

Havre, ex s.s. *Memphis*, and from Bor-

deaux, ex s.s. *President Le Roy Lallier* and

Ville de Marseille, in connection with above

steamer, are hereby informed that their

Goods, with the exception of Opium, Treasure

and Valuables are being landed and stored at

their risks into the Godowns of Hongkong and

Kowloon Wharf and Godown Co., Limited, at

Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before NOON TO-DAY, the 7th instant, re-

questing it to be landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed

after TUESDAY, the 14th instant, at NOON,

will be subject to rent and landing charges.

All claims must be sent in to me on or be-

fore the 14th instant, or they will not be

recognised.

All damaged packages will be examined on

TUESDAY, the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th April, 1903.

1004C

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA."

FROM TACOMA, VICTORIA, KOBE,

MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature and to

take immediate delivery of their Goods from

alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected by us in

any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 7th April, 1903.

1874d

To-day's Advertisements.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND
SAN FRANCISCO VIA MOJI, KOBE
AND YOKOHAMA.

THE Steamship

"CHINGWO."

Captain Parkinson, will be despatched for the

above ports on SATURDAY, the 25th instant,

at Noon.

For Freight or Passage, apply at the Com-

pany's

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th April.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 24th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"GLAUCUS"	On 14th April.
*LIVERPOOL and MARSEILLES	"PING SUEY"	On 18th April.
LONDON	"DEUCALION"	On 25th April.
MARSEILLES, LONDON and ANTWERP	"JASON"	On 12th May.
*LIVERPOOL and GENOA	"AGAMEMNON"	On 17th May.
MARSEILLES and ANTWERP	"TANTALUS"	On 21st May.
LONDON	"PATROCLOS"	On 26th May.
LONDON	"HYSON"	On 9th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"KEEMUN"	On 18th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd April, 1903.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIAN"	8th instant.
SHANGHAI	"WAMPOA"	9th "
TIENTSIN	"KWEIYANG"	15th "
MANILA	"TAIYUAN"	21st "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	21st "
KOBE and YOKOHAMA	"TAINAN"	26th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—R D C D SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th April, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	J. McGinty	MANILA (via AMOY)	Wednesday, 8th April, at Daylight.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 11th April, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 18th April, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th April, 1903.

[1203d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	W. E. Craven	April 20, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "
"INDRASAMHA"	5,197	R. P. Craven	June 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 8th April.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 12th April.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 15th April.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 19th April.

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoons at the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 1, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 4th April, 1903.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th January, 1903.

STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG," 951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days: leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water laid on by Pipes to each Cabin. Ship lighted throughout by Electricity. Passage Fare \$3.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co's Wharf.

CHEUNG ON S.S. CO., LTD.

Hongkong, 17th January, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG," Capt. Mason. Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including. This Steamer is the fastest and has Superior Cabin Accommodation.

FARES: 1st Class, \$2.00; 2nd " " 1.00; 3rd " " .50. Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Strand West. Hongkong, 10th March, 1903.

"SHIRE" LINE OF STEAMERS.

Steamship Service to NEW YORK VIA PORTS AND SUEZ CANAL, (With liberty to call at the PHILIPPINE PORTS).

THE First Class Steamer

"PEMBROKESHIRE," will be despatched on or about 15th May. For Freight apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 25th March, 1903.

[378a]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

N. Tate

3,876

Saturday, 11th instant, at 11 A.M.

ROHILLA MARU

E. P. Bishop

3,869

Wednesday, 15th instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 6th April, 1903.

[171c]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAIO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above on SATURDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 4th April, 1903.

[362c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIUMI AND TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"FRANZ FERDINAND," Captain Marnich, will be despatched as above on THURSDAY, the 16th instant, P.M.

For Information as to Passage and Freight apply to SANDER, WIELER & Co., Agents.

Princes' Buildings, Hongkong, 3rd April, 1903.

[315e]

Shipping.

STEAMERS.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW," 1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days: leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

[322c]

FOR SINGAPORE, RANGOON AND MOULMAIN.

THE N.D.L. Steamship

"FREIBURG,"

Captain Frisch, will be despatched for the above Ports TO-MORROW, the 8th instant, at Daylight.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 7th April, 1903.

[473c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on THURSDAY, the 9th instant, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Return Tickets interchangeable with China and Manila S. S. Co., Ltd.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th April, 1903.

[409c]

FOR CHEFOO, NAGASAKI AND YADIVOSTOCK.

THE Steamship

"SAVOIA," Captain Deinat, will be despatched for the above Ports on WEDNESDAY, the 15th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 7th April, 1903.

[426c]

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

N. Tate

3,876

Saturday, 11th instant, at 11 A.M.

ROHILLA MARU

E. P. Bishop

3,869

Wednesday, 15th instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 6th April, 1903.

[171c]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAIO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI," Captain Belsito, will be despatched as above on SATURDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 4th April, 1903.

[362c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIUMI AND TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"FRANZ FERDINAND," Captain Marnich, will be despatched as above on THURSDAY, the 16th instant, P.M.

For Information as to Passage and Freight apply to SANDER, WIELER & Co., Agents.

Princes' Buildings, Hongkong, 3rd April, 1903.

[315e]

Consignees.

S.S. "TOKIN"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Douro, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY, the 1st instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after WEDNESDAY, the 8th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th instant, or they will not be recognized.

All damaged packages will be examined on WEDNESDAY, the 8th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd April, 1903.

[1002c]

FROM HAMBURG, EMDEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SERBIA," Captain Deinat, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 5 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 2nd April, 1903.

[427c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"SHANGHAI," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 6th April, 1903.

[41c]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

SHARE MARKET.

(APRIL 7th.)

BENJAMIN, KELLY & POTTS,
Share Brokers.

STEAMERS EXPECTED.

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

at Guangzhou, Nagasaki, Kobe, Yokohama,
and San Francisco in the Nippon

STRAMER.

VISITORS AT THE HONGKONG HOTEL.

VISITORS AT THE KING EDWARD HOTEL

VISITORS AT THE CONNAUGHT HOTEL

VISITORS AND RESIDENTS AT THE
PEAK HOTEL.

VISITORS AT CRAIGIEBURN.
Clutton, Mrs. and child Helms, W.

VISITORS AT THE QUEEN'S HOTEL

A Mail will close:—

nt, At 5 P.M. 3827
Lamtao—Per *Thille*, to-m
nt, At 5 P.M.

SAILING VESSELS.

VISITORS AT CRAIGIEBURN.
Clutton, Mrs. and child Helms, W.

VISITORS AT THE QUEEN'S HOTEL

Post Office.

A Mail will close:—

nt, At 5 P.M. 3827
Lamtao-Per *Thille*, to-m
nt, At 5 P.M.

SAILING VESSELS.

VISITORS AT CRAIGIEBURN.
Clutton, Mrs. and child Helms, W.

VISITORS AT THE QUEEN'S HOTEL

**SALE
OF
MUSLINS.**

April 1st to 30th.

WILLIAM POWELL, LTD.,



**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.**

**SALE
OF
SILKS.**

April 1st to 30th.

Sale! Sale!! Sale!!!

FOR ONE MONTH ONLY.

APRIL 1st to 30th, 1903.

GOODS REDUCED BELOW COST.

THE WHOLE OF OUR STOCK OF SUMMER MUSLINS, PRINTS, SHIRTINGS, PRINTED
SATEENS, SILKS, FANCY FLANNELS, CASHMERES, ETC., ETC.

MUST BE CLEARED TO MAKE ROOM FOR NEW STOCK.

Note Our Prices!

Note Our Prices!!

MUSLINS.	
PRICE.	SALE PRICE.
\$1.00	\$0.50
.90	.20
.85	.40
.75	.25
.50	.10

SILKS.	
PRICE.	SALE PRICE.
2.90	1.90
4.00	2.50
1.50	.60
2.00	1.00
3.25	2.00
2.50	1.25

DRESS GOODS.	
PRICE.	SALE PRICE.
3.25	2.00
3.00	1.00
2.00	.75
2.25	1.25
2.50	1.25
1.75	.50

SHIRTINGS.	
PRICE.	SALE PRICE.
\$0.75	\$0.25
.35	.15
.35	.10
.25	.10
.45	.20

FLANNELS.	
PRICE.	SALE PRICE.
1.50	1.00
1.25	.65
1.00	.65
.75	.45
1.50	1.00

WHITE DRESS GOODS.	
PRICE.	SALE PRICE.
1.50	.50
1.90	1.00
1.85	1.00
2.00	1.25
1.75	.25
1.25	.50

WE INTEND TO MAKE THIS A RECORD SALE AND HAVE REDUCED NO LESS
THAN **850 PATTERNS** OF VARIOUS PIECE GOODS WHICH HAVE BEEN MARKED FAR
BELOW COST AND WILL BE WORTH KEEPING SHOULD YOU NOT WANT THEM
FOR IMMEDIATE USE.

THIS OFFER WILL LAST FOR ONE MONTH ONLY. DO NOT MISS YOUR
OPPORTUNITY. ABSOLUTELY NO DISCOUNT, CASH WITH ORDER.

Note the Address

WM. POWELL, LTD.,

First Floor Upstairs

OPPOSITE POST OFFICE.

34, QUEEN'S ROAD,
HONGKONG.

R. G. HECKFORD,
MANAGER

March 30th.